

WESTERN PARKWAY PROJECT
Summary of November 22, 2004 Public Workshop Comments
(As of December 13, 2004)

Note: The number(s) shown in parenthesis indicates the specific comment sheet from which the comment was received.

Question 1 – What comments do you have on the goal for the Western Parkway Project as described on the display board?

Transportation issues will only be helped temporarily until Sussex County Council stops approving every development plan presented. (1)

Consider my name for committees. (2)

Interesting, but several years too late. (4,8)

The County has no stake in the process. Need to make the County responsible for some portion of the roadway system or change the realty transfer tax structure so dollars go specifically to road improvements where the taxes are collected. (5)

The overall pace of development is not in sync with road improvements and the time that is required to go from planning to driving on a facility. (5)

Decision about route needs to be made ASAP before additional development makes it more difficult /expensive/politically undesirable, etc. (6)

It is good to know where attention for the Western Parkway project is focused. (7)

There is an urgent need to move ahead with some parts of the project. The traffic situation is getting worse every year. At some point people will stop coming because they cannot get around. (9)

Project is great, but it needs to hurry it up. (10)

The SR 1 LUTS proposed a north-south road without a southern terminus. The current study continues to advocate this road. (11)

To construct another road for locals to get to Five Points seems unnecessary. (12)

I think it is a terrible idea. (13)

Need to move the Parkway location further west in order to not impact four farms that want to remain in the family. This will also allow traffic more time to blend onto/into Route 24 traffic. (14)

Upgrade the existing roadway system and put a bypass further out. (15)

I think plans should be completed and action taken as rapidly as possible to improve the highways in coastal Sussex County. (16)

Alignment should go as far south as Country Club Road to be an alternative for residents north of the canal. (17)

Widen Route 1D (Plantation Road). Need roadway east of Route 1 to connect Lewes and Rehoboth Beach. (18)

I agree with the objectives described on the display boards. (20, 35)

Unless there is Route 1 bypass constructed to the east before this project, then the Western Parkway will become the Route 1 bypass. (21)

The Western Parkway is probably needed although more roads will bring more people. An ideal approach would be to improve the quality of life here as opposed to getting more people. (23)

The project is definitely needed. The closer it can be put to Route 1 and 1A, the better. (24)

Just do it. (25)

The goal is good. The location is undesirable. What about using un-developed land primarily already owned by the state. This would be similar to the red line which is the east boundary line of the study area. (26, 43)

One of the goals should be to reduce traffic on Route 1. (28, 41)

The purpose of the project is confusing to me. If it supposed to relieve Route 1, it does not go far enough because it does not address the approx. 20,000 cars as shown on the Saturday Peak Season Chart. If the purpose is to provide an alternative for local traffic, then it should not dump traffic back on Route 1 at Shuttle/Country Club Road. The real bottleneck is going to be Route 1 and Country Club Road because the Ames parcel is being considered for condos and there is a proposal to connect Rehoboth Avenue to this intersection. (29)

To keep traffic off Route 1, I believe that better utilization of Route 113 should be attempted. Using changeable message signs at the split that can advise traffic of actual time delays in Rehoboth would be less expensive and more effective. (31)

I am told that the Western Parkway may be ten years down the road. What happens in the meantime? (32)

I recommend that representatives from the affected homeowners associations be included in the planning stages before public pronouncements are made. (33)

Taking traffic to Country Club Road doesn't solve the Route 1 traffic problem. (36)

Time is still being wasted. You are gutless to continue to procrastinate. Every day you do not draw the line necessitated Sussex County Council to approve another subdivision. The density should not be increased. (37)

It doesn't seem to be for the locals – as stated. To ruin farms instead of curbing growth is not right. The problem is Route 1 – try an overhead road. (38)

The goal is to move traffic off of Route 1. The project disperses traffic into residential areas to finally go nowhere. The project involves a lot of money and does not provide improved access to the beaches or commercial areas. (39)

Build an elevated bypass over Route 1 instead of another road. Route 5 and 24 should continue to be improved. (40)

I do not see any purpose for the project. The need is to reduce traffic on Route 1. An extension of a road from Dover south is what will be needed in the future. (41, 42)

The project is a waste of money. A limited access highway from Dover to Maryland line should be planned (but not Route 113). (42)

Place the alignment east of Route 1 where the state owns the ground. (26, 43)

Don't like the project. It takes farm land that has been in families for more than 100 years. (45)

Wherever the Parkway goes, there should be overpasses instead of red lights. (46)

The goal is admirable; however, I think the scope should be broadened to take traffic past the pinch points in Rehoboth and Dewey. (47)

Local traffic will be more of a problem than it is now on Road 277 and Road 283. (48)

It is poor planning since the proposed road will move the existing traffic congestion further west. There is a pressing need to improve traffic flow between the study area and Route 1 businesses and resort areas. (49)

Question 2 - Is there a need for this project?

Yes - 24 responses

(2,4,5,6,7,8,9,10,12,16,17,18,19,20,24,25,27,28,30,32,33,37,46,47)

No - 14 responses (1,11,13,14,15,21,36,39,40,41,42,45,49,50)

Don't Know - 5 responses (22,29,31,35,43)

No response - 7 (3,23,26,34,38,44,48)

Question 3 - What are the primary transportation issues in the study area?

SR 1 - selected 31 times

(1,4,5,6,7,8,9,10,11,15,16,17,18,20,21,22,23,24,27,28,29,32,35,36,37,38,39,47,48,49,50)

Five Points - selected 21 times

(5,6,9,10,14,16,17,20,21,23,24,27,29,31,32,35,36,37,40,48,49)

Plantation Road - selected 18 times

(5,6,12,14,16,17,18,20,21,22,23,27,32,35,37,45,48,49)

SR 24 - selected 22 times

(1,5,6,9,12,15,16,20,21,23,24,27,29,30,31,32,35,37,38,40,45,47)

SR 23 - selected 4 times (20,27,37,40)

East/West Travel - selected 15 times

(2,5,6,9,11,12,16,17,21,24,29,31,37,39,50)

Route 9 - selected 15 times (1,5,6,9,12,15,16,21,23,27,29,37,38,45,47)

Other - selected 8 times (5,11,19,21,35,40,42,47)

Explain:

Consider an overpass going into Rehoboth - this will allow northbound traffic to flow. (1)

There is a problem exiting Dartmouth Drive to Route 1. Suggest three lanes on Dartmouth Drive to increase the number of cars able to enter Route 1 by 50%. (4)

Minos Conaway Road/Route 1 intersection is a problem in the summer time.

The east-west movements are OK but may become a problem as growth occurs by Millsboro and western areas. Maryland is widening Route 404 to four lanes. This may become a concern. (5)

Both Route 24 and Route 9 need to be widened to 4 lanes for better east-west travel. (6)

Need more alternatives to the Route 1 corridor. Route 1 has evolved into a shopping corridor. If you want to get from Milton to Bethany, you should have options other than Route 1. (8)

It is difficult to enter Route 1 at any intersection. A maximum of 5 cars can get onto Route 1 from any shopping area due to the signal timings. In the summer, it takes as many as three changes of a traffic signal to get onto Route 1 from anywhere. (9)

The southern terminus of the proposed Parkway is a major issue. The biggest issue is the unfettered development in coastal Sussex County which creates the need for this roadway. (11)

I currently live in Bridle Ridge Estates and do not want a major limited access highway in my backyard. I think it is more reasonable to use Route 5 or Route 23 as an alternative. Plantation Road is also a more reasonable alternative. (13)

Traffic signals are needed on Plantation Road because tourists have found it and clogged it up. (14)

Route 9 and Route 24 need to be widened to 4 lanes. Route 1 needs a bypass maybe near Milton. (15)

Construct a grade separation at Five Points. Widen and improve Route 24 as soon as possible. To improve east-west travel, widen and improve Routes 9 (404), 16, and 14. (16)

Need a way to go north-south without always using Route 1. Need to get traffic around Five Points - intersection of Route 1D/23/9/1 does not work. (17)

Expand Route 1 and Plantation Road to handle traffic. (18)

A primary transportation issue is the cost of land acquisition. (19)

Upgrade Route 1 - upgrade Rehoboth entrance - upgrade Route 5 to pick up Long Neck and growth areas in Milton - upgrade Plantations Road - upgrade Route 24 to four lanes. (20)

DelDOT should focus on an ocean-side coastal highway bypass to the east of Route 1 while improving intersections at Five Points, Route 1/Route 24, Plantation Road/Route 24, along with upgrading Route 24 and Route 9. (21)

At least 3 lanes are needed on Route 24. More evacuation routes are needed due to rapid growth in the area. (24)

Plantation Road is already overburdened. The Western Parkway should be a limited access facility. (25)

DelDOT needs to address Five Points and all the other failing intersections. Mass transit is critical too. The County needs to responsibly manage growth and development that is overrunning our communities. (27)

I live on Route 1. It is difficult to gain access during peak seasons. (28)

If Route 24 is made four lanes, adjacent property owners will have more difficulty in safely gaining access without traffic signals. It is difficult now with only two lanes. (30, 31)

Basic problem is to get traffic from north of Five Points to south of Rehoboth. (36)
Fix the Route 1 problem by constructing an elevated highway. (38)

The project takes into consideration the people who will come in the future at the expense of the people who are already here. (39)

A better option is to improve the existing roads in the area. Route 23 could use some help by widening or providing turn lanes at intersections. (40)

Route 1 bypass should be extended from Wilmington to Dover and then to the Maryland state line. (42)

No one wants the Western Parkway through their property. (43)

Another issue is the availability of safe cycling on all the roads. Trails are OK for some, but cyclist have the right to and will use the roads. Safe bike facilities are needed. (10, 47)

Time lights better. (15,50)

Add more lanes to Route 1. Lengthen duration of lights during peak periods. Replace lights with overhead cross walks in Dewey/Rehoboth. (50)

Question 4 - What do you think of the ideas for the Western Parkway recommended by previous studies?

Not much - very poor. (2, 11)

Use of Country Club Road/Shuttle Road as terminus of Western Parkway for traffic going to Rehoboth/Dewey south is not feasible. (6, 7)

The worst suggestion is connecting Route 24 to Country Club Road. (9)

These ideas were heard 5 years ago. A road should be built before all available land is developed. (10)

If some traffic can be diverted from Plantation Road in the future, there will be no need for a new road as far south as Old Landing Road. A parallel road so close to Plantation Road doesn't seem worthwhile. (12)

The alignment going through neighborhoods such as Camelot/Kings Creek is too destructive. (13)

Not fair to several property owners. The benefits are not worth the costs. (14)

No comment. (15)

The plans should be completed in a short time, and the new road built. (16)

I like the Western Parkway alignment from Route 24 to Country Club Road. (17)

Previous ideas have potential. Road should be built before development takes place. (18)

Should be moved further west. (20)

A single route may be overly disruptive. We can't convert existing roads to limited access. (22)

Previous ideas were good. Action should have been taken sooner since it will be harder to accomplish now. Locals need a way to get from Route 1A to Route 24 without using Route 1. (24)

There seems to be no other options. It was studied for a long time and a lot was spent to obtain all the facts. (25)

Development begets transportation and transportation begets development. The past studies have addressed this, but neither DelDOT nor the County have done what had to be done relative to infrastructure. (27)

Previous western alignment was very good. (28)

I am not familiar with the previous studies. (29)

I agree that the best solution is a route through Masseys Landing to just north of the new Indian River Bridge. (31)

South connection at Country Club Road would involve dissecting existing communities and major wetlands. Country Club Road would need to be widened and a backup created at Route 1. (33)

Too close to Plantation Road - move to the west to accommodate projected growth. Needs to be limited access. (35)

None of the ideas adequately address the problem. (36)

Define the reason for the new roadway. Draw in the interchange at Route 24. (37)

I don't think going through our local roads is the answer. Take care of Routes 9, 1, 24. (38)

The ideas of the committee are commendable. The project should have been in place before the rampant building of new houses (with more to come) was in place. (39)

It is too late. The study is outdated. (40)

The previous studies were poorly thought out. Neither the previous nor present plan has a purpose or solves any problems. (41)

Bad (43)

Don't see much difference between previous and current study. (45)

The alternatives are inadequate at the southern end. They do not enhance the ideas of the Rehoboth Entrance Committee. (47)

The previous study by the Route 1 Traffic Congestion Mitigation Committee that met in the fall of 2003 and the spring of 2004 did not recommend this route. (49)

Question 5 - What alignment, if any, would you recommend for the Western Parkway?

Wetlands from Route 24 south are a major concern. (1)

Stop at Old Landing Road. (2)

Question the cost feasibility of going south of Route 24. Make proposed changes at Rehoboth entrance plus parallel service road behind outlet malls to West Rehoboth. (5)

Suggest a route with a bridge over Rehoboth Bay to Dewey Beach or below. (6, 47)

Past the railroad bridge, through the Best property, through Continental Broadcasting or Graves property, and then continue through farm fields to Old Landing Road. (8)

Use Route 113 - widen/improve it - and direct traffic from Milford south to Ocean City. If you call it a parkway, make Route 113 a parkway and connect it to Route 1 at a couple of more places besides Route 9. (9)

I recommend other transportation alternatives besides roads. (11)

Further west - Route 5 or improve other north-south roads. Use what exists. Do not grab more land. (14)

Move it further west from Route 1 and Plantation Road. It makes no sense to make three roads parallel to each other all ending at the same place. (15)

Connect Route 9 from Lewes to Rehoboth. (18)

Follow the blue circles. (5, 16, 19, 28)

Move it west. (20, 38)

Build the Parkway east of Route 1. (21, 43, 45, 49)

Tie in the Route 9 Lewes traffic to the new proposed Rehoboth Beach entrance plans at K-Mart. (21)

We would be better served by maximum interconnectivity between developments. Dozens of connections will prevent impacts on any one location. (22)

Go behind Sea Air/Camelot/Outlets and head west anyway possible. (24)

Consider an alignment in the vicinity of Sweetbriar Road/Dairy Farm Road that extends through to Route 24. (27)

Mulberry Knoll Road as a direct route from Route 113 to Masseys Landing and a bridge to Route 1. (30)

A bridge across Indian River in the vicinity of the power plant connecting to an improved Route 20. (36)

Other options outside of residential areas or wildlife areas should be considered. (39)

Stay off Kendale Road. (40)

Do not need a Western Parkway. (41)

Wetlands should not be bothered. (48)

Improve Plantation Road to a 4 lane highway. (49)

Question 6 - What comments and/or additional information do you have regarding the map showing planned development in the study area?

I object to any alternative that connects to Country Club Road. (2)

If the Parkway study results in a limited access facility, signage needs to direct through traffic on the Parkway to the Ferry at Lewes. (5)

The suggested bypass road goes through farmland. We need to preserve as much farmland as possible. (15)

This area will become almost completely urban over the next few years. (22)

I'm sick - of a weak comprehensive plan - of a non-committal Office of State Planning - of DelDOT approving everything - of a County supporting development that costs our quality of life and sense of place. (27)

Further development in this area should be extremely limited. If all areas are developed, there will be no place to grow food crops and produce will have to be shipped in. (36)

The maps do not keep up with all the development. (39)

This road won't help. It will jam up just like Route 1 does. (40)

The scope is too limited - the study area needs to be extended south. (47)

The farm where I reside has wetlands. The farm has been in operation for 150 years. It is in Farm Preservation. (48)

The Western route will impact several wetlands and possibly some endangered plants and animals. It may impact two communities listed in the National Historic Register and may adversely affect several farms entitled to Century Farm Status. Three family farms enrolled in the Hopkins Farmland Preservation District are within the study area. (49)

Question 7 - Other comments or questions

I think an alternate road is not a bad idea, but you have to consider the traffic pattern. (2)

When is any of this going to start? I would like to see less talk, no more study, and more action. We were told 10 to 15 years before completion. We will be dead before we see anything concrete. (9)

I am concerned about the environmental impacts of building this road. (11)

I suggest a road from Route 24 (near Route 5) that heads northwest to Route 113 south of Georgetown. This would alleviate traffic on Plantation Road for people heading west and provide a more direct route west. Traffic would flow quicker both north and west. (12)

Try to utilize what we have now. We need better timing for the traffic lights, and more police presence for the high volume traffic areas. (15)

It seems to take forever to get any real highway improvements in this part of the state. DelDOT needs to give more attention and funds to this rapidly growing area. (16)

I think the focus should be traffic control without consideration for aesthetics, pedestrians, or bicycles. These are important in the area but should not influence the goal of diverting traffic from Route 1. (19)

Any route which provides a quicker north-south trip will become a Route 1 bypass. The Western Parkway will become the default bypass for all of the smart travelers. (21)

Bicycles are a good alternative. Separate bike trails are needed. (23)

The blue circles go directly through our property at Nassau bridge. Please contact us so there can be open communication and our business can continue to grow without being impeded by this project. (26)

Need to change signal cycles at Route 1/Dartmouth Drive to accommodate residents living on Dartmouth Drive. (28)

Don't want a major highway in my backyard. (39)

Put it on top of Route 1. (43)

I would like to have a copy of the display board showing "Existing Peak Season Saturday Traffic Volumes." This or any other volume measurement in the Lewes area would help us. (44)

I see that Bethany, Lewes, Fenwick, and Georgetown all have bike study programs, but not Rehoboth. (47)

Re-naming the Route 1 Bypass to the Western Parkway is confusing. (48)

Suggest an eastern bypass along the old railroad between Rehoboth and Wolfglade – then cross Kings Highway about 200' east of Dartmouth Drive - then intersect Route 1 south of Five Points - along with an overpass at Five Points. (49)

In the short term, make the outlets install service roads. Remove the side road light trips so Route 1 traffic is not interrupted. (50)